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July 14, 1959

25X1A

[redacted]

Reference: C-118 Removable Cargo Door

Dear [redacted] 25X1A

In accordance with your request, please find enclosed a preliminary study for installation of C-118 cargo door, which indicates that it is feasible to make such an installation.

The estimated cost would run between $10,000 and $14,000, depending upon the complexity of the required installation. This cost is assuming that Engineering will be provided in accordance with Air Force regulations in order to obtain WADC approval.

If further information is required, please feel free to contact me.

25X1A
Sincerely,

[redacted]

DCZ:aec
Enc.

25X1

[redacted]

VOID

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BY [redacted] DATE 7/8/59

CHKD. BY _____ DATE _____

APPR. BY WCE DATE 7/8/59

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ENGINEERING REPORT

E.R. NO. ER-8-164

SHEET NO. 1 OF 4

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PRELIMINARY STUDY - C118
CARGO INNER DOOR

PURPOSE:

INCORPORATE A REMOVABLE OR INSIDE OPENING HINGED INNER CARGO DOOR [54.0 X 48.0] INTEGRAL WITH EXISTING CARGO DOOR P/N 5361239.

DESCRIPTION

AN INSIDE OPENING CARGO DOOR INSTALLED WITHIN THE ENVELOPE OF THE EXISTING CARGO DOOR BETWEEN STA. 718 & STA. 772. TO PRECLUDE ANY HAZARDS IN FLIGHT DURING CARGO DROPS BY CARGO HANDLERS; A DOOR HINGED AT TOP WOULD ELIMINATE ANY HAZARDS OF DOOR BEING SUCKED OUT OF CABIN RATHER THAN COMPLETE DOOR REMOVAL. IT GOES WITHOUT SAYING THAT DURING THESE CARGO DROPS THE CABIN WILL BE DE-PRESSURIZED.

THE HEAVY CARGO DOOR LATCH FITTINGS WOULD BE MAINTAINED FOR STRUCTURAL INTEGRITY. AN INNER DOOR SAME FRAME WOULD REQUIRE A WEDGE TYPE DESIGN TO MATE WITH THE DESIGN OF AN INNER CARGO DOOR.

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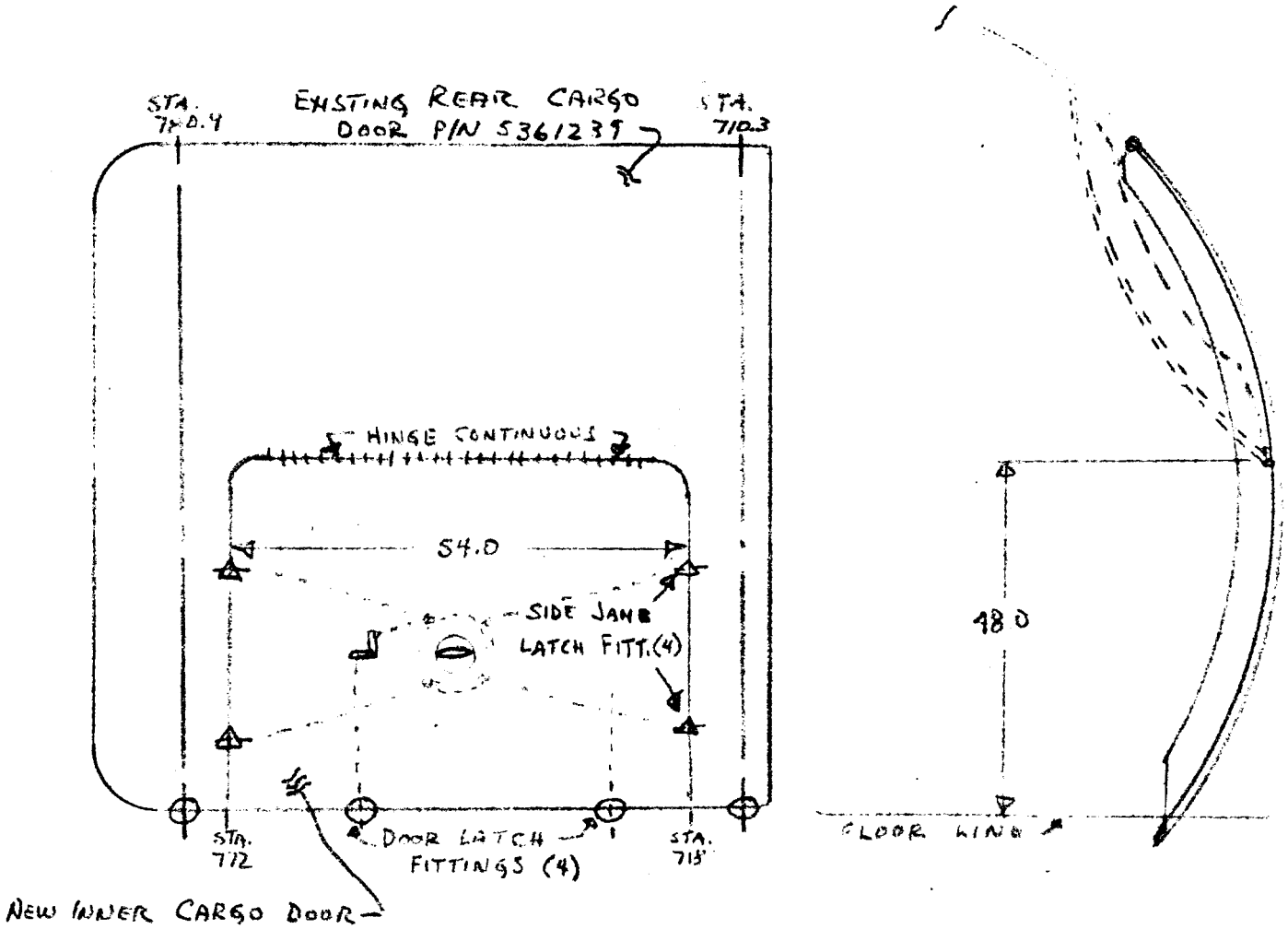

FIG. I

LOCKING MECHANISM OF INNER DOOR WOULD BE OF SPIDER MECHANICAL DESIGN OF OVER CENTER LOCKING CAM WITH FOUR LATCHING FINGERS & TWO CONVENTIONAL FLOOR TYPE LATCHING LOCKS.

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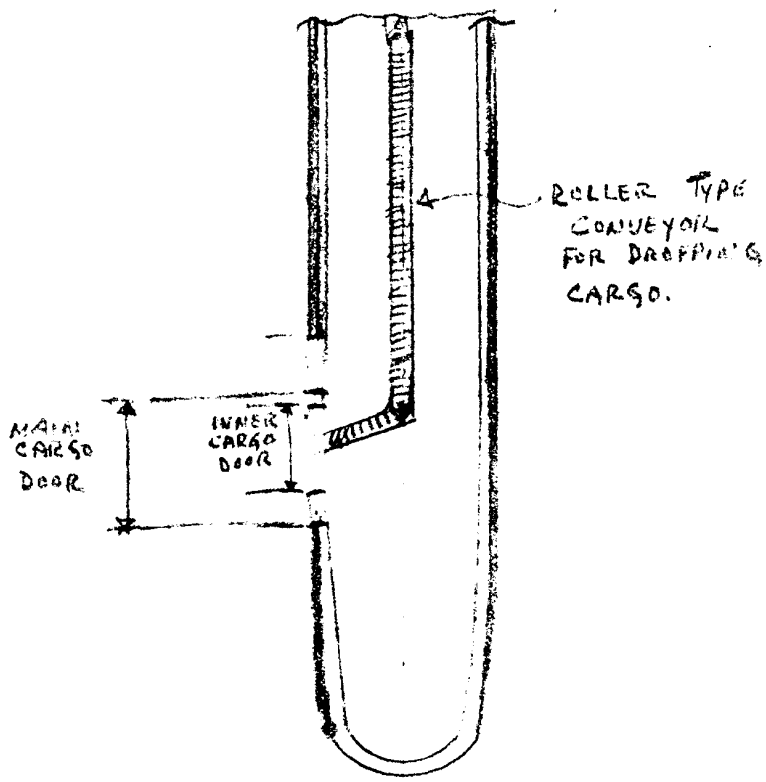

FIG. II

PROTOTYPE:

AN EXISTING DOOR CAN BE USED WITH AN INNER DOOR PARTIALLY MADE FROM IT. DOOR JAMBS & DOOR FRAMES WILL BE MANUFACTURED FOR INNER DOOR. THE OPENING IN THE LARGE CARGO DOOR FOR THE INNER DOOR WILL BE RE-INFORCED WITH BEEFED-UP MEMBERS WHILE THE DESIGN SHAPE FOR THE JAMBS WILL BE STEP-WEDGED SHAPE TO RESIST CABIN PRESSURIZATION. TWO EXISTING DOOR LATCH FITTINGS WILL BE RELOCATED FOR THE INNER DOOR. THE DOOR CAN EITHER BE MECHANICALLY OR HYDRAULICALLY OPENED FOR SAFETY PRECAUTIONS AGAINST PERSONNEL HAZARDS.

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BY [redacted] DATE 7/8/59
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ENGINEERING REPORT
E.R. NO. ER-8-164
SHEET NO. 1 OF 1

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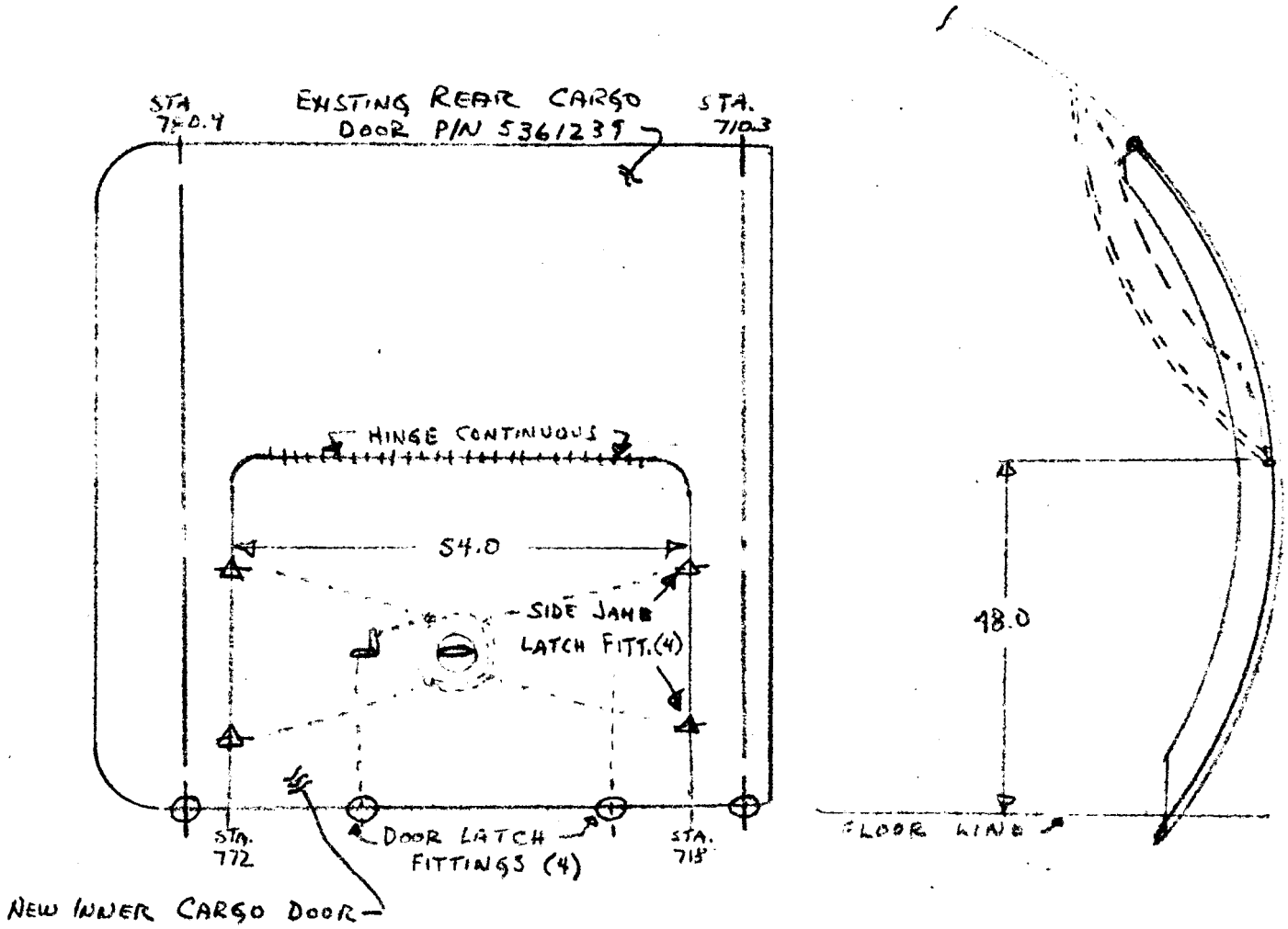

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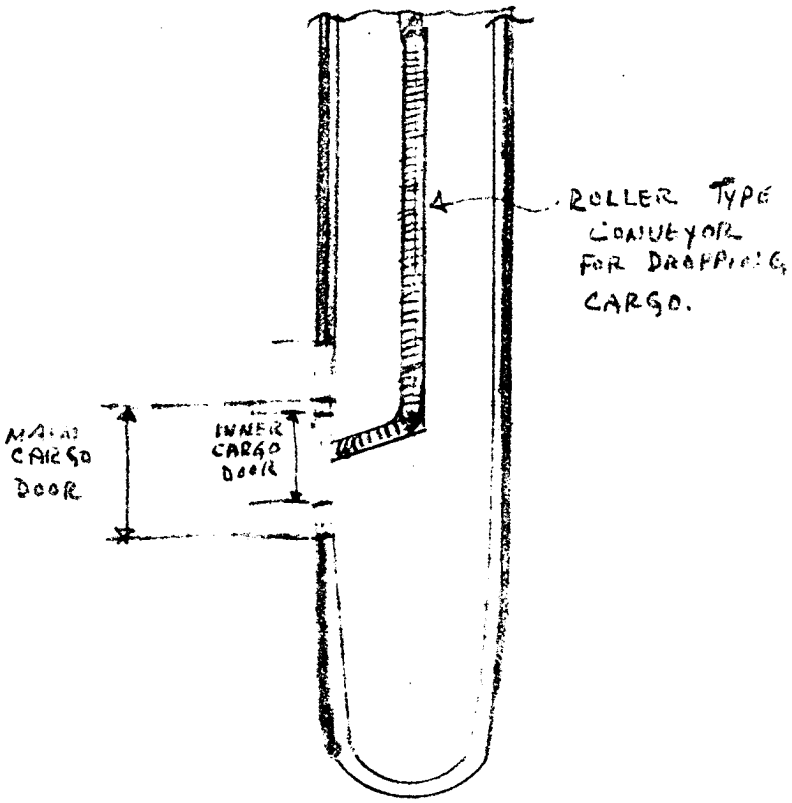

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